

S/N 10/644,228

Atty Dkt No. GP-303404

Listing of Claims

1. (currently amended) A rear closure assembly for use with a vehicle, the rear closure assembly comprising:

a door having first and second handles for pivoting the door about first and second pivot axes; and

latches on the door engageable with strikers on the vehicle, said latches and strikers forming said first and second pivot axes, and said latches being disengageable by said handles to selectively pivot the door about one of said pivot axes;

wherein said latches comprise left and right sets of latches at said first and second pivot axes, respectively, and the rear closure assembly further comprises an interlock assembly configured to prevent unwanted simultaneous disengagement of said left and right sets of latches.

2. (cancelled)

3. (currently amended) The rear closure assembly of claim 1 [[2]], further comprising wherein said first and second handles respectively comprise a left handle operatively connected with said left set of latches to actuate pivotal movement about the second axis, and a right handle operatively connected to the right set of latches to actuate pivotal movement about the first axis.

4. (original) The rear closure assembly of claim 3, wherein said interlock assembly includes:

2
said latches each having a movable sensor plunger which senses engagement with the respective striker, each sensor plunger being operatively connected with a linkage to

S/N 10/644,228

Atty Dkt No. GP-303404

selectively permit actuation of one of the handles depending upon the sensed condition of the respective latches.

5. (original) The rear closure assembly of claim 4, wherein each linkage includes:

a curved rack connected to the respective handle for movement therewith;

a plurality of blockers engageable with slots formed in the rack; and

cables connecting the blockers to said sensor plungers to actuate movement of the blockers to selectively prevent handle actuation.

6. (original) The rear closure assembly of claim 5, wherein each curved rack includes a lost-motion slot with a follower in the lost-motion slot, each follower operatively connected to the respective latch for disengaging the latch when the handle is actuated, wherein said lost-motion slot allows said blockers on the opposite curved rack to move into a blocking position before the latch is disengaged, thereby preventing simultaneous disengagement of all latches.

7. (currently amended) The rear closure assembly of claim 1, further comprising A rear closure assembly for use with a vehicle, the rear closure assembly comprising:

a door having first and second handles for pivoting the door about first and second pivot axes;

S/N 10/644,228

Atty Dkt No. GP-303404

latches on the door engageable with strikers on the vehicle, said latches and
strikers forming said first and second pivot axes, and said latches being disengageable by said
handles to selectively pivot the door about one of said pivot axes; and

an electrical connector on the door operative to electrically connect the door
with the vehicle.

8. (original) The rear closure assembly of claim 4, wherein each said
sensor plunger is tilted to provide improved packaging.

9. (currently amended) A rear closure assembly for use with a vehicle
having a rear opening, the rear closure assembly comprising:

a rear closure positioned in the rear opening, said rear closure being pivotally
connected to the vehicle about first and second vertical axes to facilitate swinging pivotal
movement about the first and second axes alternately to different opened positions; and

latches on the rear closure engageable with strikers on the vehicle, said latches
and strikers forming said first and second axes, and said latches being disengageable by said
first and second handles to selectively pivot the rear closure about one of said vertical axes;
and

an electrical connector on the rear closure operative to electrically connect the
rear closure with the vehicle.

10. (original) The rear closure assembly of claim 9, wherein said latches
comprise left and right sets of latches at said first and second pivot axes, respectively, and the
rear closure assembly further comprises an interlock assembly configured to prevent unwanted
simultaneous disengagement of said left and right sets of latches.

S/N 10/644,228

Atty Dkt No. GP-303404

11. (currently amended) The rear closure assembly of claim 10, ~~further comprising wherein said first and second handles respectively comprise~~ a left handle operatively connected with said left set of latches to actuate pivotal movement about the second axis, and a right handle operatively connected to the right set of latches to actuate pivotal movement about the first axis.

12. (original) The rear closure assembly of claim 11, wherein said interlock assembly includes:

 said latches each having a movable sensor plunger which senses engagement with the respective striker, each sensor plunger being operatively connected with a linkage to selectively permit actuation of one of the handles depending upon the sensed condition of the respective latches.

13. (original) The rear closure assembly of claim 12, wherein each linkage includes:

 a curved rack connected to the respective handle for movement therewith;

 a plurality of blockers engageable with slots formed in the rack; and

 cables connecting the blockers to said sensor plungers to actuate movement of the blockers to selectively prevent handle actuation.

14. (original) The rear closure assembly of claim 13, wherein each curved rack includes a lost-motion slot with a follower in the lost-motion slot, each follower operatively connected to the respective latch for disengaging the latch when the handle is actuated, wherein said lost-motion slot allows said blockers on the opposite curved rack to

S/N 10/644.228

Atty Dkt No. GP-303404

move into a blocking position before the latch is disengaged, thereby preventing simultaneous disengagement of all latches.

15. (cancelled)

16. (original) A rear closure assembly for use with a utility vehicle, the rear closure assembly comprising:

a door having first and second handles for pivoting the door about first and second vertical pivot axes;

latches on the door engageable with strikers on the vehicle, said latches and strikers forming said first and second pivot axes and said latches being disengagable by said handles to selectively pivot the door about one of said pivot axes;

wherein said latches comprise left and right sets of latches at said first and second pivot axes, respectively; and

an interlock assembly configured to prevent unwanted simultaneous disengagement of said left and right sets of latches.